

MSTC MOSLEY

**Statement regarding the M/V COSCO BUSAN allision with the SF Bay Bridge on November, 7 2007**

On November 7 2007, just shortly before 0900, the Sector SF Incident Management Division (IMD) received notification from the Sector Command Center concerning a vessel that scraped the side of the Bay Bridge and requested a Pollution Team to get underway with Station SF. I, MSTC Mosley immediately tasked Petty Officer Anderson and Petty Officer Eaton to gear up and get underway with the station. Both members were at the Station within 7 minutes. There was also a pipe for all station duty crews to muster at the station duty room. At 0920, IMD received a call from Petty Officer Anderson reporting damage to the structure of the bridge and a black oil slick that was three feet wide and stretched for as far as he could see (at that time there was a 200 ft. visibility). At 0927 there was a conference call between the following parties:

- Capt. Uberti
- Capt. Swatland
- CDR Dequattro
- CDR Wood
- LCDR Avanni
- Command Duty Officer
- LTJG Snyder
- MSTC Mosley
- MST2 Munoz

Captain Uberti had instructed that he wants a CG helo up in the air when the fog clears, he wants Investigating Officers (IOs) and Marine Inspectors to conduct assessment, get PI team onboard vessel, find out what the product is, how much product had been transferred internally, what is the tank's capacity, notify a second Oil Spill Removal Organization (OSRO) in case the first OSRO cannot handle the shoreline impact. At 0947, I relayed to the Pollution Team that they were given permission to board the COSCO BUSAN and instructed them to talk to the Chief Engineer to find out the product that was spilled and exactly which tanks they were spilled from, how full the tanks were, and how much product is left in the affected tanks; they were also instructed to find out who the vessel is hiring as the OSRO, in addition they were also instructed to issue a Notice of Federal Interest to the Captain and get statements. At 0950, I advised LTJG Snyder to notify the Scientific Support Coordinator to send a trajectory for 10 bbls of medium grade fuel oil. The spill amount was a rough estimate from what the Pollution Team saw on scene. Shortly before 1000, Petty Officer Eaton e-mailed Petty Officer Munoz through cell phone the picture of the gash on the side of the vessel. At that same time, LTJG Snyder and MST2 Munoz were at the Command Center to compare notes on the incident. Shortly after 1000, LTJG Snyder, MST2 Munoz, and I informed Rob Roberts and Todd Ajari of Cal Office of Spill Prevention and Response (OSPR) of situation; they were already on base for a Neptune Coalition meeting. Both OSPR reps began making their notifications at that time. Around 1039, LTJG Snyder informs me that MSRC is underway with four response vessels and one skimmer. LTJG Snyder was also informed that a rep from Obriens group is enroute. Around 1045, Petty Officer Anderson calls from the vessel and makes the following report:

- The vessel is not discharging
- The crew of the vessel is heating the product to speed the transfer to another tank
- 80 metric tons was originally in the tank
- 50 metric tons remains in the tank, but below the waterline
- Close to 30 metric tons has been transferred so far
- 0.4 metric tons was discharged from the vessel
- original Pilot had departed vessel

-The vessel had notified the agent, and then the agent notified their Qualified Individual which is Obrien's Group.

I asked Petty Officer Anderson how he came up with those numbers and Petty Officer Anderson replied that the numbers came from the Chief Engineer and Petty Officer Anderson's interpretation of the Ship's diagrams and oil record book, but there was not a 100% certainty because there was a language barrier between the Pollution Team and the vessel crew and the sounding tubes were damaged from the impact. I asked if there was a surveyor onboard and Petty Officer Anderson replied that there was no surveyor onboard. The next instructions to Petty Officer Anderson, was to get samples from the Engine Space in particular any identical tank to the one that was affected by the impact. Around the same time, Todd Ajari from Cal OSPR was conducting a Shoreline Assessment and reported back that there is oil in the vicinity of the San Francisco Ferry Terminals. Close to 1130, Obriens Group reports that MSRC has helo on standby and will launch when the fog clears. Cal OSPR shoreline team is reporting that oil has reached the San Francisco piers and Treasure Island and is checking Marin County beaches. Cal OSPR has also put the Oiled Wildlife Care Network on standby. Also, LTJG Snyder and I confirmed with the Command Center to take off the first CG Pollution Team and to put one IMD personnel with the Cal OSPR response specialist team onboard vessel to take samples and to get a more accurate assessment with the amount that has been discharged. At 1143, I encountered Kathleen Jennings who is an OSPR biologist. She informed me that she wanted to put on standby the Marine Mammal Center, local GIS to produce mapping and sensitive sites, and to arrange with Obriens one small skiff for oiled wildlife. She also informed me that she was going to inform the local trustees for Alcatraz and Angel Island. At 1155, after getting the trajectory from NOAA SSC, I told two of my Federal On Scene Coordinator's Reps (FOSCRs), MST2 Munoz and MST1 Mildenstein, to conduct a shoreline assessment starting at Red's Java to Crissy Field. They were enroute at 1202. At that same time I was informed by LCDR Ryan and CDR Bruen that the Sector has officially set up the Incident Command System and I informed all interested parties to move to the conference room below the command center. At 1205, Kathleen Jennings informed me that the Parks Services and Marine Sanctuaries have been notified.

Around 1230, I receive a report from Petty Officer Munoz that south of Pier 28-30 is clear and that the spill has washed up north of the Bay Bridge. They also informed me that there is black oil all over the place next to the Ferry Terminal. I informed them to let the Harbor Masters know of the situation and ask if they can use any containment boom. They also reported oiled birds and I relayed that message to Kathleen Jennings. Around 1250, the Sector Commander meets with the ICS team and sets the following objectives: secure spill source, find out the areas that had been affected, identify sensitive areas, boom same areas, generate a salvage plan, and keep media informed. He also wanted a 12 hour operational period for each Incident Action Plan. After the meeting, I saw Petty Officer Anderson and informed him that he is going to be flying in the CG helo, to get an air assessment once the fog has cleared. At that time, I noticed the visibility has increased to 200 yards. I was told by the Sector Commander that the Admiral informed him that he wants a pollution report and a situation report combined in one report. I was tasked by the Sector Commander and the Response Department Head to make that happen. I spent the next three to four hours up in the command center generating a SITPOL and entering new information as it comes in. I had completed the report by 1700 and was reviewing it with the Response Department Head, when I was informed that the new spill amount is 58,000 gallons. At 1800, there was another ICS meeting that involved all key parties from the Coast Guard, State Fish and Game, Obriens Group, National Response Corp (NRC), and MSRC. Obriens reported that they skimmed an estimate of 8,000 gallons and there was debate on the accuracy of the 58,000 gallon amount. At 1930, the first SITPOL was approved by the Sector Commander and was released on the CG Message board. Around that same time, I was informed by the SSC, Jordan Stout, that he

wanted a Scientific Support Team to come from Seattle and need us to generate a Pollution Funding Removal Authorization for Federal Agencies. I relayed that information to the Response Department Head and Sector Commander and received permission to open the Oil Spill Liability Emergency Trust Fund for \$100,000.00.

The next morning, on 8Nov07, I had a conference call with Bob Hildebrand and Greg Buie with the CG National Pollution Funds Center. I informed them of the current situation. They suggested having Bob Hildebrand fly out here to manage all cost documentation. I informed them that I would relay that offer to the Sector Commander. After the phone conference, I opened the emergency fund for \$100,000.00. After that, around 0900, I went to the Command Post at Ft. Mason. I spent the whole morning and afternoon helping the Response Department Head in tasking personnel to conduct land and air assessments. I returned to the CG base around 1500 and completed the second SITPOL for those days events.

This statement is true and accurate to the best of my knowledge.